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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

P. J. Ralph and R. Cuson, both of Detroit, were in this city on Monday on business.

Captain J. B. Lyon, of North Eaton, Ohio, will command the propeller Republic next season.

Captain Owens of Ogdensburg, N. Y., will command the propeller Saint Paul of the Vermont Central Line.

David Conway, who was on the steamship Selah Chamberlin, lost last October, has been appointed chief engineer of the steamship J. S. Fay.

Captain J. C. H. Pringle with his newly made wife arrived in Cleveland last Thursday. They will remain here until the opening of navigation.

Bassett & Presley, iron merchants, have furnished 100 tons of iron, to be used in the construction of vessels, to the Detroit drydock company.

The dent in the side of the steamer Spokane, made by the steamer Rochester at Buffalo last season, will be made straight at the Globe Iron Works.

Spiegle Brothers are very busy fixing up their marine supply store at Nos. 30 and 32 River street, so as to be ready to supply the vessel men in good style the coming season.

Captain S. H. Fish, goes to Detroit this week to get his schooner South West ready for loading. He will have her refastened and recalked and necessary repairs made.

At the Cleveland drydock the barge Shawnee is in dock to be refastened all over and to have some calking done. The tug Paddy Murphy was in last week for a new wheel.

Captain C. S. Millard, of Bay City, will command the propeller Oscar Townsend, the coming season. Captain Henry Brock has been re-appointed master of the schooner Edward Kelley.

Captain George McLeod, inspector of hulls, stopped here on his way from Buffalo to Detroit. He will inspect the fleet laid up at the latter port, and will then visit the other lake ports as far as Port Huron for the same purpose.

Captain J. W. Moore has sold his seven-twelfths interest in the steambarge H. B. Tuttle, to Messrs. Palmer & Benham for about $35,000. Captain Chas. McMillen formerly of the propeller Queen of the West, will command the Tuttle.

Captain Alex. McFarland, iron ore trimmer and contractor, Ashland, Wis., was in this city Tuesday from Chicago. He will visit Buffalo and other lake ports on business connected with the iron ore trade before returning to Ashland.

Captain Thomas Jones of the schooner John Martin returned to this port from Chicago last Saturday, where he had been superintending loading the schooners John Martin, Ahira Cobb and Alva Bradley, of the Bradley fleet, with corn for Buffalo.

The schooner Ironton, recently purchased by Captain Thomas Wilson, is getting repairs to the extent of $8,000, consisting of new floor timbers, new floors and ceiling, new arches inside, edge bolting, topsides, new frames and calking all over.

George Saal, copper smith and plumber, has commenced to put in copper scuppers and do the work in elegant style on one of Moore & Bartow's steamers at Quayle's yard. The cabins will be fitted with marble slabs and every convenience to make them handsome and comfortable.

John H. Jacobs, Marquette, has procured from Potter, Birdsall & Company, two-thirds of the propeller Otego for $16,500. He will use the propeller for carrying building stone from Marquette to lower lake ports. The Otego was built at Port Robinson, Ont., in 1875 and rebuilt in 1883. She was formerly called the City of St. Catharines and measures 224 tons. She will tow two consorts in the stone trade and will be commanded by Captain J. J. Frink.

A number of charters for conveying iron ore from Ashland to Lake Erie ports have been made ranging in price from $1.75, to $1 85, from Marquette at $1.65, and from Escanaba to Lake Erie ports at from $1.35, to $1.45, according to number of trips to be made. No whole season charters have been made. Charters on coal to Marquette at 65 cents.

Palmer & Johnson's new steamer at the Cleveland Drydock Company's yard is being rapidly pushed along. The bed plate for the machinery is in, the shaft in, the frame up and the cylinders on and connected up. The boilers will probably go in next week. The deck frames are in and deck laying commenced. They will begin to put on cabins next week.

The yacht Wasp, recently purchased by Mayor George Gardner and others of this city, through Captain John Prindiville, for $5,000, was turned over to her new owners yesterday at Trenton, Mich. She was in drydock there last fall for calking. The Wasp is one of the most comfortable, and at the same time fastest yachts on the lakes. She classes with the Cora of Cleveland and the Crusader of Detroit, though she is larger than either.

Meteorological summary for the week ending February 9:

Mean barometer	30.381
Mean temperature	31.0
Mean humidity	89.6
Total precipitation, inch	3 41
Prevailing direction of wind	South.
Total wind move	1127
Av. clouds	9.7
Av state of weather	Cloudy
Max. temperature, highest	54.
Min temperature, lowest	11.2

WILLIAM LINE, Sgt. Signal Corps, U. S. A.

At the floating bethel meeting the 1st of February over three hundred persons were present and over eighty arose for prayers. During the month of January 1,594 attended the services and 449 arose for prayer. Over $14 was taken up in collections to help the sick. Forty-seven calls were made by the committee, which furnished nine tons of coal, paid rent for three families and furnished eight with groceries. The chaplain and committee held thirty-two bethel and funeral services.

The brotherhood of lake marine engineers, of this city, is becoming a very strong and prosperous organization. Delegates have recently been sent to Detroit to organize a lodge of the brotherhood there. The association includes only regularly licensed marine engineers and branches will be formed in all principal lake ports. At its last meeting the parent society passed and presented to A. J. Sandford, Esq., of this city a series of complimentary resolutions, thanking him for acts gratuitously performed, in the interest of the brotherhood.

Charters have been made for the delivery of about 200,000 tons of coal to the head of Lake Superior. A million tons of ore have been covered including the output of the Minnesota mines, and the ore covered by shippers owing their own boats. From Ashland no season contracts have as yet been made, and the amount of ore covered is light. All that has been done is to September 1. One contract to load the last ore on August 23 is at $1.70 a ton. For the season from Ashland the vessel men are still holding to $2, but that figure has not been paid, although $1.85 was paid in one instance. For the season from that port $1.85 refused. Escanaba ore has been more extensively contracted. Some season contracts from Escanaba have been made. The rate in the Escanaba season contracts is $1.40 and the vessels are allowed to take coal up. The schooner F. L. Leighton has been chartered on those terms. The contracts for the delivery of ore from Marquette were, as far as reported, season contracts. In all cases the vessels are to go light and the rate is $1.60. The port of L'Anse will ship ore this season from the mines in the northwest of the Menominee range in order to relieve Marquette. Some of the contracts from Marquette give the shipper the privilege of sending the boats to L'Anse. The coal to go to the head of Lake Superior is contracted at rates ranging from 75c to 82½c. It is certain that 75,000 tons of coal has been contracted by one vessel man at 82½c and equally certain that some coal has been taken at 75c.

A fire occurred at eleven o'clock Tuesday night at Radcliffe's shipyard foot of Taylor street. The large jig mill with its contents consisting of the engine, boiler, machinery, and tools were entirely destroyed. The fire department arrived in time to prevent the fire from extending further, the recent heavy rains were also a great help in the same direction, fortunately saving the two fine ships and tug now building at the shipyard, together with the other two jig mills, office and building from being destroyed. The fire tug did not arrive until after the fire was beyond control in consequence of delay of some 12 to 15 minutes at the Valley R. R. bridge, which was signalled by the fire tug's captain but made no haste to respond. Mr. Radcliffe's two remaining mills will be kept running night and day, so as not to occasion any delay in having the steamships and tug he is building ready on time. The large mill will be re built immediately. The loss occasioned by the fire amounts to about $3,500 and the insurance on it is $1,500.

CHICAGO.

Special to the Marine Record.

Monday morning a sailor named Harry Thompson, while employed on the propeller Grand Traverse, getting her ready to load grain, fell from the main deck into the hold, a distance of about thirteen feet, striking on his head and shoulders. He was picked up in an unconscious condition and taken to the county hospital where, at last reports, he was improving rapidly.

G. A. Landreth, ship calker, has just completed calking ceilings and top sides of propeller Nipigon and consort Wayne.

The schooner Mary Collins has been receiving some extensive repairs in the shape of new house on deck for crew, new catheads, timber heads, and some stanchions, bulwarks, and planking on starboard side.

Indications point to a lively and prosperous shipping business on the lakes for the coming season. There will be a vast amount of grain to send forth from here, while Milwaukee, Duluth, and Toledo will also come to the front with large amounts to be forwarded. The long and severe winter will cause the coal supply of all upper lake ports to be limited, and thus cause a good demand for vessels in the coal trade. Ore freights are also offering well, with good lookout of advancing, while prospects in the package freight line point to the line boats having all they can attend to. And last but not least the lumber trade promises great activity. Taken altogether, it looks as if the approaching season will be one of the busiest and most profitable that vesselmen have known for years.

Captain John Prindiville has just returned from a business trip to the east.

The heavy rains which have been falling continually for the past three days, together with the extremely mild weather, have had a very damaging effect upon the ice, and all mariners are looking cheerily forward and hoping for an early breakup and opening of navigation.

The general thaw has caused a very swift current in the river, and shipkeepers have had to keep extra watch for fear of vessels breaking adrift from their moorings.

The barge Newcomb was chartered and towed to the Iowa elevator and A house for loading.

The tugs Union and Van Schaick have been released from Miller Bros.' drydock, having received general repairs.

The market is still very unsteady, and since my last writing but few charters have been made: Barge H. R. Newcomb, 50,000 bushels of corn to Buffalo at 6 cents, schooner Skylark, 20,000 bushels of corn to Ogdensburg at 9 cents; schooner George Steele, 20,000 bushels of corn to Ogdensburg at 9 cents; propeller John F. Eddy, 84,000 bushels of corn to Buffalo; propeller Australasia, 50,000 bushels of corn to Buffalo; propeller Havana, 45,000 bushels of corn to Buffalo; schooner Halsted, 36,000 bushels of corn on p. t. to Ogdensburg.

The steambarge Fayette has been purchased by W. H. Horn for $20,000. She will be run in the lumber business between Chicago and Horn's Pier during the coming season.

The directors of the V. O. T. Company elected the following officers for the ensuing year: President, James L. Higgie; Vice President, John H. Witbeck; Secretary, George D. Kirkham; Treasurer, A. G. Van Schaick.

The Goodrich line is running only two boats, and those at irregular intervals. The DePere is running between Chicago and Milwaukee and Manitowoc regularly, and to Ahnapee and Little Bay occasionally. The Ludington is plying between Milwaukee and Manistee and Ludington. The former has met with much trouble from the ice, particularly at the entrance of the Chicago harbor, where the breakwater prevents the ice from breaking up and floating away.

Davidson & Holmes, vessel agency, 232 South Water street, report the following transfers of vessel property: Steamer Robt. Holland, T. D. Stimpson to Bigelow Bros., Chicago; consideration, $31,000. Schooner Helen Pratt, Roby Lumber Co., of Ludington, to T. & J. W. Clark, of Chicago, for $35,000. Schooner Charlotte Raab, Raab estate to J. Melchoit and others, of Racine, for $2,000.

Following are additional transfers of vessel property: Schooner Evening Star, the Raab estate, of Sheboygan, Wis., to Ole Groh and others; consideration, $5,250. Schooner J. B. Newland, H. H. Jones and others, of Racine, Wis., to A. Anderson and Harrison Fellows, also of Racine, for $6,000. Schooner Naiad, John Sheriffs to Johnson and others at Point St. Ignace, for $8,000. Schooner Flying Cloud, James J. Holdsworth to Thomas Scott, of Chicago, for $4,750.

BAKER.

MARINE CITY.

Special to Marine Record

The barge W. L. Alverson is laid up here, loaded.

Curtis & Brainard, managers of the T. & S. T. Co., of Toledo, were in town a day or two on business.

Captain Searles, of Detroit, arrived this week to make extensive repairs on his barge, the J. A. Smith, laid up here. The captain reports that he has bought a Lake Ontario steamer and purposes to put her in the lumber trade up here. He also owns one-half of the barge Jane Ralston, which he offers for sale.

Morley's new barge is about half planked outside, and other work in proportion.

Messrs. John H. Medow, G. W. Carman, John Balfour, J. A. Ward, and Thomas Leslie have purchased the Cleveland barge Buckeye State. Captain not named yet or the trade she will go in.

The river is still frozen solid, with teams crossing, and no signs of a breakup. It is reported open down as far as Maysville.

Steambarge Butteroni is being calked and receiving minor repairs; steambarge Ed Smith, also, being calked and repaired.

GLASS.

The following resolution was adopted at the last meeting of the Marine Engineers' Beneficial Association of Marine City, Mich.:

Resolved, That we, the members of the Marine Engineers' Beneficial Association, No. 53, respectfully request our representative in congress to work and vote for the passage of the bill now before congress providing for the refunding of the license fees to licensed officers of steam vessels.

GEO. A. BUTLER, Cor. Secretary.

(Continued on 5th page.)

MARITIME LAW.

COMMON CARRIER—BILL OF LADING—STIPULATION AGAINST CARRIER'S NEGLIGENCE—FOREIGN VESSEL—DAMAGE ON HIGH SEAS—WHAT LAW GOVERNS—LAW OF THE FLAG.

U. S. District Court, Southern District of New York.

1. All stipulations, made in this country, of whatever form, designed to secure, directly or indirectly, the exemption of a common carrier from the consequences of his own negligence, whether the carrier is a domestic or a foreign ship, are equally illegal and void under the Federal law.

2. Where a number of cattle were shipped on the British steamship Brantford City, for transportation to England, under a bill of lading which excepted liability for loss arising from the negligence of the carrier, and while on the high seas, the greater part of the cattle died through the carrier's negligence, it was held, on suit brought in this country against the vessel, that the law which governed the case was the law of the Federal courts of this country. And that, as those courts, do not permit a carrier to exempt himself from the consequences of his own negligence the steamship was liable for the loss.

This suit was brought to recover $40,000 damages for the loss of 234 cattle on a voyage from Boston to West Hartlepool, England. In October, 1880, the libelants contracted with the agents of the British steamship Brantford City to ship at Boston from 250 to 300 head of cattle. Thereafter 260 head were shipped and bills given therefor, which contained the following exceptions: "Loss or damage resulting from * * stowage * * or from any of the following perils (whether arising from the negligence, default or error in judgment of the master, mariners, engineers or others of the crew, or otherwise howsoever) excepted namely. Risk of craft, explosion or fire at sea, in craft or on shore, boilers, steam or machinery, or from the consequence of any damage or injury thereto howsoever such damage or injury may be caused, collision, stranding, or other perils of the seas, rivers or navigation of whatever nature or kind soever and howsoever such collision, stranding or other peril may be caused. * * Not accountable for death, loss, or injury, however accomplished, etc."

On arrival in England, the vessel delivered but 26 cattle out of the 260 head that were taken on board. The rest had died or been thrown overboard during the voyage.

The log of the vessel, and the evidence for the ship, showed that on the second day out the vessel met with heavy weather; and that at 6 p. m. she took a very heavy lurch to port, being thrown nearly on her beams end, and so continuing for a considerable time; that the cattle were hurled to the port side of the ship, breaking through and carrying away the head boards on each side and lay in heaps until extricated during the following night. Many were injured and died soon after; others lost spirit and would not take the necessary food and drink, and they died rapidly from day to day. The 26 cattle that alone remained were landed in England much damaged.

Judge Brown, in an opinion, which is too long to be presented in full here, first treats of the question as to whether the evidence has shown negligence in the steamship, or whether the throwing of the vessel on her beams end, as above mentioned, can be fairly attributed to a peril of the sea alone.

The evidence indicated that the weather though severe, was not unusual for the time of year; and from the fact that a large steamer like the Brantford City is not thrown on her beams end, even by a heavy sea, when heading the sea, or when meeting it at a reasonable angle, but only when the seas approach more from beam, and from the position of the vessel as indicated in the log and from some testimony in the case, the conclusion is reached that the vessel was hastening on her course, without due regard for the safety of her cargo; and this though she had a list to port and was down a foot by the head and her stowage was such as to cause her to roll heavily. Added to this, the finding that the fittings for the cattle were neither sufficient, nor secure enough, for a voyage at that season. From all these causes a little heavier lurch than usual, resulted in throwing the vessel on her beams end, and the destruction of the cattle followed. Negligence is therefore to be attributed to the steamship.

But the stipulations of the bill of lading excepted damage even from negligence, and the contention of the claimants was that inasmuch as the cargo was taken on board a British ship, and as the bill of lading was signed by a British master for transportation to England, the stipulations of the bill of lading afforded a complete defence, because such stipulations are valid by the law of England, and the English law was claimed to control, as "the law of the flag."

The conclusion reached is that our law must prevail, whether the question of responsibility for a tort, or of the validity of the exceptions in the bill of lading is in conflict of laws; or as a question of evidence and procedure; or as a question of comity, as related to our national policy.

1. "By the law of both countries negligence in a common carrier is a tort, as well as a breach of contract. * * * The tort found upon the facts in the present case was a tort committed partly within the exclusive jurisdiction of this country, and partly upon the high seas, with the exclusive jurisdiction of neither country. * * *

"It is only as respects tortious acts committed beyond its jurisdiction that any doubt has existed as to the remedy to be afforded. In the latter cases the principle generally accepted is that to entitle the suitor to recover in a foreign forum the act must have been tortious according to the law of the jurisdiction where it was committed, as well as by the law of the forum. But inasmuch as the high seas are the common ground of all nations and are not governed by the municipal laws of either the quality of acts committed on the high seas, as between persons or ships belonging to different nations, and whose laws are different, is determined by the maritime law, as accepted and administered in the forum where the suit is prosecuted. * * * It is negligence that constitutes the tort. It is so in this case, in its aspect as a tort, and as this negligence, resulting in damage to the libellants, occurred partly within our jurisdiction and partly upon the high seas, the law applicable to the case, as one of tortious negligence, would seem to be of our own land, and the law of the forum."

2. As a question of contract concerning the construction and validity of the exceptions in the bill of lading, as between the different laws of England and the United States, our own law should prevail in this case.

"The law of the flag, so-called, is but a concise phrase to express a simple fact, namely, the law of the country to which the ship belongs, and whose flag she bears, whether it accords with the general maritime law or not. In so far, however, as the law of the flag does not represent the general maritime law, it is but the municipal law of the ship's home; it has therefore, no force abroad, except by comity. But foreign law is not adopted by comity, unless some very good reasons appeal in the particular case why it should be preferred to the law of the forum. The most frequent and controlling reasons are the actual or presumed intent of the parties, or the evident justice of the case, arising from its special circumstances. On this ground the law of the ship's home is applied by comity to regulate the mutual relations of the ship, her owners, master and crew, as among themselves; their liens for wages and modes of discipline. For the same reasons it is applied by comity to torts on the high seas, as between vessels of the same nation or of different nations subject to similar laws, thought not, if they are subject to different laws."

Next follows a careful and minute discussion of cases both English and American, which have treated of the law of the flag as applied by comity to contracts of affreightment, made in a foreign port.

From the later English authorities, it is apparent that the law of the flag, so called, is not even there held to represent any controlling principal of law. It has no application to torts; and as respects the construction of contracts its application depends wholly upon the intent of the parties, actual or presumed, or on the manifest justice of the case as shown by special circumstances. The nationality of the ship is but a single circumstance among many others, all of which are to be taken into account. *Prima facie*, as all agree, the validity of the contract is governed by the law of the place where it is made, unless it is to be "wholly performed elsewhere."

"This contract was neither wholly nor chiefly, to be performed within English jurisdiction. It was mads here, and was chiefly to be performed here or upon the high seas. The original contract was made with the resident agent of the ship owners, and with no exceptions as to negligence. Doubtless the ordinary bill of lading must be presumed to have been intended. The ordinary bill of lading was given, with the same exceptions inserted in it, as regards negligence, that are now usually inserted, for what they are worth, by all steamers alike, whether foreign or domestic. The exceptions exempting from negligence have been long held void by the federal law, and was presumptively known to both parties. Had the form of the bill of lading been proved to be peculiar to British ships, that would have been one circumstance to indicate that a British contract, under British law, might have been intended. But its common use by all lines alike prevented any inference that the British law was intended from the mere presence of an exception common to all; or because it is held valid in England, and invalid here.

In the situation and natural expectation of the shipper he regarded it is not reasonable to presume that he intended to renounce the superior protection secured to him by his own law, to which he was entitled, in favor of a foreign law less to his advantage; and as respects the master and owner of the ship how can they be "reasonably presumed" to have been counting upon the immunity in making contracts here, which is denied to our own ships, when the contract is silent upon the subject?" * * *

"As a question of fact and of law, I must hold as was intimated by Mr. Justice Blatchford in the case of the Montana, 22 Fed. Rep. 715, 728, that there is "nothing in these contracts of affreightment to indicate any contracting in view of any other law than the recognized law of such forum in the United States as should have cognizance of suits on the contracts."

3. "In one aspect the question is one of evidence and procedure, which is always governed by the law of the forum. The carrier is liable for negligence unless he establishes some contract of exemption. Ordinarily, proof of the acceptance by the shipper of the shipping receipt or bill of lading without objection is sufficient to establish such contract, because the law generally implies therefrom on assent to its terms." But the federal courts have held that a carrier can not by stipulation except himself from the consequences of his own negligence; and by the federal law the shippers' assent to such stipulations is not legally implied by acceptance of the bill of lading or shipping receipt. No contract as respects such stipulation is therefore legally proved according to the law of the forum.

4. "Besides the above general considerations a special reason why the foreign law could not in any event be adopted in this case is found in the repeated adjudications of the Supreme court that such stipulations are against public policy of the country, and on that account illegal and void. Contracts, though designed to be performed elsewhere are void, if criminal or illegal, where made i. e. of the very promise, or condition, which is the consideration of the contract, as distinguished from the thing to be done by the other party be illegal where made. The only exceptions are cases arising under the laws against usage; and a foreign law is never adopted by comity where it would be against the public policy of the country and the forum and prejudicial to its citizens.

Nothing could be more unequal or prejudicial to our own citizens, or more suicidal in national policy, than to uphold in favor of foreign ships stipulations as against carriage here upon the high seas, which, when made by our own carriers, we declair to be against public policy, extortionate and void. As respects such stipulations, foreign ships can not stand on any different footing from our own; nor can a foreign law be suffered to subvert our own law to prejudice of our own ships. No comity demands that." * * *

"In my judgment, the stipulations, made here, of whatever form, designed to secure, directly or indirectly, the exemption of the carrier from the consequences of his own negligence, whether carrier is a domestic or a foreign ship, are equally illegal and void under the federal laws.

In no aspect in which I am able to view it does the provision of the bill of lading as to negligence afford a defence, and the libelant is therefore, entitled to a decree.

December 21, 1886.

THE ORE OF COMMERCE.

The secretary of the treasury has written to the collector of customs of New York in regard to the commercial meaning of "iron ore" as used in the tariff act with reference to the suspension of department instructions of November 5 last. He says he has considered a large amount of new testimony both for and against the proposition laid down in such instructions, that such term means iron ore when dried at a temperature of 212 degrees Fahrenheit; also the opinion from the attorney general on the subject. In the light of such new testimony and of the attorney general, he says he now decides that iron ore as known to the commerce of this country is the iron in its natural state in respect of moisture. He, therefore revokes the said instructions and directs the collector to assesss duty as heretofore upon imported iron ore, that is to say, upon the actual weights as reported by the United States weigher at the time of importation. The secretary says that it will be understood, however, that in the case of importations of iron ore which importers may claim to have increased in weight on the voyage by the addition of sea water, article 600 of the regulations applies, and that importers upon making due application thereunder may obtain such allowance as may be estimated and reported by the United States appraiser.

THE PARSON IN BLACKWELLS.

Special Correspondence of the Marine Record.

NEW YORK, February .

When I finally found myself liberated from the closet, under the stairs, I found Henry G. Payne, of Buffalo, and Henry Burton, of Port Huron, patiently listening to the recital of one of the New York gentlemen, who was telling all about the strange antics of Mr. Britton.

Britton reached the hotel all alone, the balance of the frightened dancers having been lost on the way, so when I entered the hotel corridor I found the genial oil man, leaning back in an arm chair, while the night clerk fanned him. Britton, during the time, was telling about an adventure he had with burglars, all of which a reporter for the associated press took down for the daily news.

The agent of the Cornell line, Mr. A. B. Valentine, very kindly proffered the tug Crosby for the use of the visiting delegates who desired to see the glories of New York harbor, to which I was invited. I will say right here that the meals at the Grand Central hotel consisted of four meals a day, but so arranged that it knocked you plumb out of time to gather in any more than two or three of them. As we were to pull out into the stream at 1 o'clock, the visitors missed their dinner.

The Crosby is an elegant tug, with fore and aft compound engines, and runs like a Mississippi river raft boat. She has a cook house forward of the boilers, the table from which they eat being also the ice box, a fact that Dowd, of Chicago, soon learned. Taking Captain Young, of Stillwater, to one side Dowd said:

"Bro. Young, I know where there is a whole passel of cake and a great hunk of meat. Now, you go out on the boat's head and I will send the cook out to show you the sights while I tackle the ice box."

The next thing we saw of Dowd he and two others were secreted in the shaft alley and were filling up on cake and corn beef, which made them thirsty. Rushing up on deck Dowd grasped a draw bucket and soon drew a bucket of water from the river, which he set on deck while he rushed forward after a cup. Returning, he took one deep, long draught, when a look of blank amazement wreathed his face as he muttered that "it was a darned mean trick for anybody to go and throw salt in the water."

On and on we steamed, past vessels of every clime, until the fancy, confused by a wilderness of tall and stately masts with protruding yard arms, turned the world once again into a wilderness. On we flew until the tall and gigantic goddess of liberty, rising, as it were, from the sea, waves her glittering lamp to lighten strangers in the land of freedom.

We ran round the lower end of New York, and up under the Brooklyn bridge, and on to Blackwell's Island, where looms up the grim walls of the city prison.

"Parson," said Martin Stroder, "I wish my father had made me a knight of the pulpit instead of a knight of the throttle, for I would have devoted my life to the amelioration of the convicts of this country. You," continued Stroder, growing eloquent, "ought to be the proudest of men, to be blessed with such infinite talents and the opportunity to use them in behalf of suffering and down trodden humanity. Now, promise me that you will not let the chance pass, but as we land on the island you will exercise your sacred prerogative and give the poor wretches a few words of spiritual consolation."

I 'lowed I'd do it or die. I am not sure, even now, whether Stroder put up a job on me or not. At any rate the boat landed and we walked ashore, just as a large party of convicts were filing past, with steady lockstep, when Stroder whispered:

"Join the procession, parson, so that you'll be near when it comes time to address them."

Mr. Editor, I did that very thing, and went marching along, looking neither to the right or left, supposing that my party were following me, when, on entering one of the cell rooms, I turned and discovered that the ponderous iron door had closed between me and the outer world. I tried to explain to the keeper that I was fooling and that I was merely a simple prison reformer and——"

"O, take a tumble; you can't come any reform racket on me. You'll go into cell No. 408, and if you are what you claim, some bloke 'll be after you before long."

Expostulation was in vain. I could not get out, and thus the Crosby pulled out and left me a prisoner on Blackwell's Island, in company with the army of striped-cloth gentry.

THE SECOND ENGINEER.

Kingston ship-builders are making extensive preparations in anticipation of a busy season after navigation opens.

THE SAULT RIVER BRIDGE.

The senate commerce committee held a long session last week in regard to the Sault ste. Marie bridge matter. Senator Ely attended. Mr. Strong, engineer of the Ste. Marie bridge company, as instituted in 1882, spoke for an hour against the proposition to report another bill allowing the Minneapolis, Ste. Marie & Atlantic road to submit plans for a bridge. Mr. Gilfillan of the house appeared for the Minneapolis corporation, at whose head is ex-Governor Washburne. It was agreed that, in the event of any bridge being built, that the bill would contain a clause giving the shipping interests precedence of passage. The contest was then waged between the railroads.

The milk in the cocoanut is this: The Grand Trunk railroad is building a line to the Sault, and there will connect with a consolidation of smaller roads—the Duluth & South Shore and Detroit & Marquette—on to Minnesota. The persons interested in the Sault bridge company instituted in 1882 are also stockholders in the Grand Trunk. But this Canadian branch will not be completed for over one year. The Canadian Pacific, which intends to connect with the Minneapolis road, already has its Alamo branch finished and the connecting Michigan line will reach the Sault by December. Hence the Grand Trunk men are anxious to delay any effort of rivals to first erect a bridge. The committee adjourned till Thursday without action. Senator Conger said to your correspondent however, that the committee would make no report as the railroad companies had adjusted their difference.

The naval subcommittee on construction have reached an agreement, which will doubtless receive the approval of the full committee, looking to an appropriation for the construction of two 4,000-ton cruisers of the Newark type, five 1,700-ton gunboats patterned after gunboat No. 1 and three sea-going torpedo boats. There is an intention on the part of several members of the committee, when the construction bill is reached in the house, to move an increase of the appropriation so as to provide for the construction of at least three vessels in addition to those already described.

THE INLAND LLOYD REGISTER.

The proposed change in the manner of making up the Inland Lloyd vessel register is quite a radical one. This book is the basis for effecting marine insurance, and is therefore a most important document. In order to prevent any charge that the work is done by or in the interest of any company, a room has been rented in the Exchange Block, and it is proposed to employ a superintendent of the register for the whole year, instead of compiling the whole in the early spring by a board of inspectors. It is stated that Mr. W. W. Bates of Chicago, who is coming here in a few days to take this position, is not yet hired, and indeed the companies that use the Lloyd have not all agreed to the plan, though it is expected they will do so. With a superintendent always at work it is believed that the survey of vessels can be kept up better and changes of rating on account of repairs besides the addition of new vessels to the list can be made much more promptly than has been the case formerly. The officers of the Lloyds are Oscar T. Flint of Buffalo, president; George A. Tisdale of Cleveland, vice president; Henry S. Sill of Buffalo, secretary and treasurer.—*Buffalo Express.*

Deputy collector Billings has furnished a statement of arrivals and departures for the district of Milwaukee for the year 1886. The district comprises the ports of Milwaukee, Green Bay, Menekaune, Manitowoc, Sheboygan, Racine and Kenosha. The arrivals during the year were 4,718 steamboats with a tonnage of 2,818,438 tons, and 4,069 sailing craft with a tonnage of 830,120 tons, making a total number 9,387 boats and total tonnage 3,648,558. The departures were as follows: 4,695 steamers, aggregating 1,849,214 tons; 4,737 sailing craft, aggregating 847,861 tons; total departures, 9,432 boats; 3,697,075 tons. The total number of arrivals and departures was 18,819 boats; with a tonnage of 7,345,633. Sheboygan is second to Milwaukee in the joint number of arrivals and departures. The smallest number is in Kenosha.

The new river and lake pleasure boat company has not been idle during the last month. Preparations have been made towards caring for those who wish to patronize the line of steamers between the Glen house and Sea Breeze. Work has been begun at the Glen house upon a new boat which will be fifty-five feet long and twelve feet beam. This boat will be utilized in carrying passengers to the Holy Sepulchre cemetery, Sundays, and will be used as an extra during the week when occasion demands.

Captain Steele, who was arrested in New York recently on the charge of swindling, is the same man who, in Milwaukee last fall, interested a governmental official in his affairs, representing that he belonged to the life saving service, and got the official to indorse a $300 check for him, which proved to be bogus. The Milwaukee official never told how he was swindling until he heard of Steele's arrest.

The investigation in the cases of Messrs. Budds and Box, lighthouse keepers was a brief one, so brief, indeed, that Inspector Dyer was able to leave on the evening train. Several witnesses were examined and it is understood that there was plenty of evidence that both keepers had performed their duties faithfully. Inspector Dyer has returned to Buffalo and will make a report of the facts in the case to the department and a decision may be expected soon.

NOTICE IS HEREBY GIVEN that under a decree of the Circuit Court for the County of Houghton in the State of Michigan, in Chancery, an undivided half part of the steamer Ivanhoe, together with an undivided half part of the masts, bowsprit, boats, anchors, cables, chains, rigging, tackle, apparel, furniture, and all other necessaries thereunto appertaining and belonging will be sold at Public Auction to the highest bidder on Wednesday, the 16th day of March, next, at ten o'clock in the forenoon at the front door of the Court House, in the Village of Houghton, in the County of Houghton, State of Michigan.

Said Steamer and property lie at the port of St. Ignace, being the Village of St. Ignace in the County of Mackinac, in the State of Michigan, and may there be seen.

Dated, Houghton, February 3, 1887.

W. J. RYAN.
Sheriff of Houghton County.

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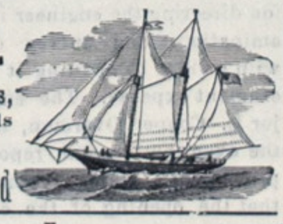

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	•6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 10 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 30 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight	* 5 20 P M	* 5 50 P M

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Depart—6 24 a. m., 9:10 a. m,. 5:05 p. m.

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, FEB. 10.

HARBOR OF REFUGE AT STURGEON BAY CANAL.

Through the courtesy of Captain C. E. L. B. Davis, U. S. engineer corps, we have received a copy of his report, which details the condition of the public works under his jurisdiction. Among the most interesting items at this time is that which refers to the harbor of refuge at the entrance of Sturgeon bay canal. The project of constructing a harbor of refuge inclosing the Lake Michigan entrance to the canal was adopted in 1871, and the pier work was completed in the fall of 1884. The harbor is now inclosed between two piers, each 1200 feet long, beginning at equal distances, respectively, north and south from the lake entrance, 850 feet at the shore line, converging to a distance of 235 feet from each other, with detached piers extending 150 feet further, placed so that the entrance is widened to 335 feet. The project embraces the formation of a dredged channel of indefinite width, 16 feet deep, extending from the harbor entrance to the canal entrance. Under the project, the advantages expected to accrue to vessels navigating Lake Michigan, have not been realized. In tempestuous weather the harbor is too limited and does not afford sufficient security to vessels seeking its shelter, often necessitating their passage through the canal, for which they are compelled to pay toll, to avail themselves of the advantages afforded by the natural harbor of Sturgeon Bay. During the year ended December 31, 1885, the arrivals and departures from Lake Michigan to Green Bay were 2,515 vessels, with a tonnage of 442,701; from Green Bay to Lake Michigan 1,006 vessels, with a tonnage of 225,810; in the canal for refuge 189 vessels, with a tonnage of 25,637.

In view of the desirability of increasing the advantages of the harbor of refuge it has been urged by those interested in the commerce of the lakes that the government enlarge the harbor of refuge at this point, purchase the Sturgeon bay canal and make it free of toll. This project has been reported favorably by Captain Davis, and it is to be hoped that it will be provided for at an early day in the appropriation bill, inasmuch as the secretary of war has transmitted to congress a resolution of the board of managers of the Lake Carriers' Association favoring its acquisition by the United States.

WHEELSMEN.

The controversy between masters and mates and owners at a recent meeting in Kingston, Canada, the details of which are printed elsewhere in this issue, suggests the propriety of an organization on the part of competent wheelsmen on the lakes. It is a well known fact that many incompetent wheelsmen seek and obtain a berth on shipboard because of their modesty in regard to salary. In many cases where such an incompetent is shipped the master of the vessel has no means of knowing to what extent the applicant is possessed of the necessary qualifications for the position. After one or two trips a dock lounger, if he has the fortune to take a trick at the wheel, may be able to pick up the compass, and by this slight knowledge impose himself upon a not over-careful master. If it requires a wheelsman to be thoroughly versed in the duties of that position on any waters it certainly does upon the lakes, crowded, as they are, with vessels, crossing and recrossing each other's course, and studded with rocks and other unseen dangers to navigation, and at certain seasons of the year continually overhung by dense fogs. The position of wheelsman should be occupied by a man of strong, steady nerve, and one who thoroughly understands the business. His duties should be made less onerous by a uniform system of steering gear. With these points in view it would be well if an association for protection against careless or incompetent wheelsmen were organized, not necessarily to act on the wage question, but to improve the service and exalt the men belonging to it, the conditions of membership being a rigid examination as to the qualities of the candidate, the increase of wages would be one of the certain results attained without special effort. A man who was not able to obtain the necessary credentials to show that he was a careful and well informed officer from the association, would be deprived of his only resource to impose on a master and would thereby be removed from competition. Such an association, however, should be general, not local, and be governed by a wise and able head, working under a constitution and by-laws, adopted by representatives from all the lake ports. After a time captains would be forced to acknowledge that the association was doing them good service and would make a certificate of membership one of the essentials required for a wheelsman, for the reason that they would then have confidence in the man employed.

OPEN THE OLD RIVER BED.

We noted some weeks since that Mayor Gardner, of Cleveland, has been directed by the board of trade of this city, to ask Representative Foran to use his influence with the government, through congress, to have the old river bed opened up to the commerce of the lakes, thereby giving Cleveland increased dock facilities and render the movement of vessels in the river less difficult. Mr. Foran has taken initiative action in the matter. It was the understanding when the railroad closed up the mouth of the old river bed that it would devolve upon it, when the interests of navigation and commerce demanded, that the obstruction should be removed at the expense of the road. It now appears, however, that the city government is not sufficiently strong to enforce the obligation and congress has been appealed to. Major L. Cooper Overman, chief of engineers of this district, by direction of the war department, has made the necessary soundings and surveys, but finds that unless the work can be considered as of general benefit to navigation, it can not be done by the government. If, however, it can be looked upon as a part of the projected harbor of refuge, it would be possible to urge the government to undertake the improvement. Following is the letter of Hon. M. A. Foran on the subject:

Hon. George W. Gardner, Mayor, Cleveland, O.:

Yours in relation to the opening of the old river bed is at hand. Section 231 of the revised statues of the United States provides for surveys and examinations of rivers and harbors, with a view to their improvement when the engineers are so authorized by congress. But this section also provides that "public moneys shall not be applied excepting where such improvements shall tend to subserve the general commercial and navigation interests of the United States." I had inserted in the river and harbor bill of the first session of the forty-eighth congress a provision directing the engineer in charge to make examinations and survey of the old river bed, with a view to opening it to navigation at government expense. The engineer in charge, Major L. Cooper Overman, made the survey and the examination and reported against the improvement. Major Overman, in his report, says that the opening of the old river bed channel would be of great benefit to the commercial and navigation interests of Cleveland, but would not tend to subserve the general commercial interests of the United States, though he said the time might come when such would be the case. This report killed the project. If you can convince the major that this improvement would now be of general interest, etc., I can easily have a provision inserted in the present river and harbor bill, ordering another survey. But it would be useless to do so unless the engineer would report favorably. Congress always relies in matters of this kind, upon the report of the United States engineer, and would not provide for an improvement reported against by the government engineer. This is the status of this matter. The law provides only for improvements that are of general benefit, and this question is left to the discretion of the engineer in charge.

M. A. FORAN.

THE following circular from the treasury department will be of interest to ambitious young men:

TREASURY DEPARTMENT,
WASHINGTON, D. C., Jan. 4, 1882.

To W. J. McKinnie, Collector of Customs:

SIR: Your letter of the 7th ult. was duly received, in which you inquire whether a minor, who is a citizen of the United States, within the provision of section 1992, revised statutes, can take the oath required of the master of a vessel by sections 4145 and 4320, revised statutes, and thus act and be recognized as such. You are informed that though a minor could take the oath of citizenship he could not execute a valid bond, as it is implied in the sections referred to, that he shall be legally capable of doing; and, therefore, no minor should take out marine papers that require from him the performance of duties which he cannot legally assume. A similar principle was recognized by the department in decision 3814 of the synopsis for 1878, upon the question of the licensing of a minor as engineer upon a steam vessel, in which case it was held that a minor should not be charged with duties for the performance of which he could not be made legally responsible. Very respectfully,

H. F. FRENCH, Assistant Secretary.

MR. H. M. HANNA, of Cleveland, who is on the way to Florida, will stop in Washington a short time where he will be joined by Mr. J. F. Whiting, of Detroit, to use their influence with congress to forward the project of the acquisition of the Portage canal by the government. They will urge that congress provide for the purchase of the canal, leaving the question of improvements open for future action. This move is made necessary because the commission of last summer has not reported the project favorably. A meeting of the Vessel Owners' Association will be called, to act on the matter.

THE war department, through headquarters at Buffalo, is making inquiries relative to the steel steamer launched at the Globe yard last week for the Mutual Transportation Co., her horse power, speed, passenger and freight capacity and many other points supposed to be required in a vessel for war purposes. This is in accordance with act of congress and recommendation of the war department, mentioned in these columns some weeks since, as to the number of merchant vessels that could be converted into vessels of war if occasion demanded.

THE attorney general's objection to the old inter-state commerce bill was to the vast powers of a legislative and judicial character that were given to the commission. The attorney general is said to hold that the present bill does not confer judicial powers on the commission, but puts them in the courts on report from the commission, and that it does not confer legislative power except in the fourth section (the long and short haul clause,) and that this is warranted by numberless precedents in the legislative history of the government.

MEMBERS of the house committee on rivers and harbors ore entreating the members of the senate committee on commerce not to make or allow any amounts to be added to the river and harbor bill. They say that any amendments will endanger the bill. It is said that a coalition has been formed in the house to defeat the bill by filibustering if it shall be returned to that body.

VESSELMEN will be interested to know that arrangements have been completed for the construction of a large floating drydock at Duluth. The need of a drydock at the head of Lake Superior has long been felt. A strong company has been formed for this purpose and work will begin at once.

THE ST. LAWRENCE CANALS.

Special Correspondence to the Marine Record:

CHICAGO, February 5.

In reply to your inquiry as to the interest taken in the St. Lawrence canal improvement, which it is supposed will be completed in about five years, to correspond in size with that of the Lachine canal at Montreal, the dimensions of which are about 275 feet length, 45 feet breadth, and 14 feet draft of water, the dimensions of the Bernhouis and Cornwall canals are: Length of vessel, 180 feet; breadth of vessel, 45 feet; draft of vessel, 9 feet. The probable time of enlargement to Lachine size is five years.

The great difficulty in getting an old, wooden lake vessel to class on salt water so as to carry a perishable cargo is the liability of the center board box and deck buts to leak with the constant working in an ocean sea way, the length being so out of proportion to the depth of hold, and the liability of her wooden bottom to be riddled by worms if not covered with metal or metallic paint.

The time taken by a sail vessel to make a voyage is so uncertain that the winter months could not be utilized on salt water

Now, it would seem that with a first-class ocean steel steamship, built to pass the enlarged canals, lightered or light, the capital invested could be bringing in an income for twelve months instead of the seven or eight months, as at present. A steamer might arrange her charters so as to bring her down with a cargo to Ogdensburg about the 10th of November, where, after discharging or lightering she could, in a day or two, place herself at Montreal, always a large exporting port. Having her well fitted out, stores and supplies laid in for the whole voyage before leaving the St. Lawrence, (for if you get short and have to purchase anything needed the dealers in foreign ports will make you pay dearly for it), this class of steamer could charter for Great Britain, and if chartered before leaving Ogdensburg, might secure a good freight. The free trade laws allow American bottoms to carry between British ports (not Canadian ports), where we have freights offering for the West Indies, and northern South American ports. Vessels in this trade are generally of a smaller class than those in the longer deep water voyages to India, China, and Australia. From this part of the world we have a great quantity of sugar, coffee, salt, etc., to the north ports of America or Montreal.

The above is a circular stream of freights, to secure which we have to enter into competition with the rest of the world's carrying capacity; but remember, we would be utilizing idle capital. At times freights in one part of the world will be good while at the same time in other parts poor. A steamer, with a large spread of canvas, could save fuel, as there is generally a fair wind. Probably a steel steam schooner, such as is apparently coming into use on the Atlantic, having plenty of power to handle herself through the rivers, would be a suitable kind of vessel for the trade. The ocean currents of the north Atlantic follow in nearly the same circle as listing this round trip, to be expanded or contracted, to reach Montreal in the early spring when she could return to the lakes if the probable freights would warrant, if not charter moving toward a busy freight center. A LAKE SALT.

BOARD OF ARBITRATION.

The following is the proposed form of the Lake Carriers' Association board of arbitration, for deciding disputes as to amounts to be paid for assistance rendered to sail or steam vessels, or tugs in distress:

Request for Reference—If any difference occurs between members of the Lake Carriers' Association who have subscribed to these rules, as to the amount to be paid for assistance rendered to sail or steam vessels, or tugs in distress, each such difference may be referred to arbitration as herein provided, when requested by either party interested. The request for arbitration must be addressed in writing to the secretary, and should contain a concise statement of the question to be arbitrated, signed by the parties in interest.

Appointment of Arbitrators—The secretary shall, on receipt of a request for arbitration, give to each member interested written notice to appoint one disinterested arbitrator from the board of managers, and shall request the two arbitrators so chosen to select a third. If the three are not so chosen, and the secreary advised, within ten days, the one or more not chosen may be appointed by the president of the Lake Carriers' Association if he be not an interested party; otherwise by the first disinterested vice president, taken in order of rank.

Rules for Arbitration—The arbitrators shall call through the secretary of the Lake Carriers' Association for a written statement from each party interested, of his views of the question at issue. The secretary shall at once furnish each party with a copy of his opponent's argument. Each party may appear in person or by proxies before the arbitrators, to give such further information as he may desire, or may furnish further counter-evidence, written or oral. The arbitrators may, in any special case, make any change in this method of procedure that they mutually agreed upon. The arbitrators shall file their award, in writing, with the secretary of the Lake Carriers' Association, who shall promptly communicate a copy in writing to each party interested. The award of the arbitrators, or of a majority of them, will be binding on both parties, subject to appeal as hereinafter provided.

Appeal—Appeal may be entered by written notice to the secretary, within ten days after the date of the decision of the arbitration committee. In case one party only made the request for arbitration his cause shall not be subject to appeal.

Appelate Committee—The appelate committee shall consist of the two members first chosen on the original committee, of two or more, one chosen from the board of managers by each party to the arbitration, and a fifth appointed in the same way as the final man before. The method of procedure for the appelate committee shall be the same as that of the original committee. The decision of a majority of the committee shall be final.

Fees—Each member of the arbitration committee and the secretary of the association shall receive ten dollars, and his expenses if called away from home; fees to be paid in advance, by the party asking the reference; if both parties join in asking the

reference, fees to be divided equally between them.

Fees for appeal also ten dollars, and expenses, if called away from home, for each member of the committee, and for the secretary; fees to be paid by the party appealing.

Withdrawal—Any member may withdraw from this agreement by ten days written notice to the secretary, it being understood that he will abide by the decision of any case in which he may have interest prior to withdrawal.

E. T. Evans,
W. P. Henry, } Com.
T. Maytham,

MARINE OIL.

The windows of some of the South street New York, ship-chandlers' stores contain this sign: "Marine Oil." "It is an oil specially prepared to smooth an angry sea," said one dealer. 'Boiled oil or animal oil will do pretty well, but this oil will stand a greater degree of cold without congealing than ordinary oils. It is a secret mixture of common oils. The demand for it has recently arisen through the publication by the hydrographic office of the value of oil in a breaking sea. It has become the fashion to use oil. It is a singular characteristic, but many old ship captains boast that they are not book sailors, and take a pride in refusing to do what the books recommend and in refusing to take up with what they call new-fangled notions. They have heard about the value of oil ever since whales were first captured off Nantucket, but it was not the fashion to use oil, and so they let the ships sink."—New York Sun.

[*Around the Lakes Continued from 1st Page.*]

TOLEDO.

Special to the Marine Record.

The ice went out of the Maumee river on the 8th inst., doing very little damage with the exception of carrying away the pile work of the Union and Penna. railroad bridges, which will be replaced at once.

A. Gilmore has the contract to put a new double deck on the schooner Galatea.

The Presque'ile Co. have bought the steamers Evening Star and Saginaw, to run to Presque'ile this season.

Tugs Mary A. Green, A. Andrews, Jr., and Wm. E. Rooney are having considerable carpenter work done to them.

Thomas S. Mott and Captain John N. Moulter, of Oswego, N. Y., have sold the schooner Pulaski to L. S. Sullivan and Captain Chas. Hubbard, of this city; price, $8,000. The Pulaski is now at Detroit, loaded with 24,000 bushels of wheat, winter storage.

S.

PORT HURON.

Special to the Marine Record.

The steambarge Geo. King was placed in Alverson's drydock Wednesday to receive an extensive overhauling. When she comes out she will be in first class shape.

Captain Byron Inman, the manager of Inman tug line has begun to give the tug Record a first class overhauling. Byron will command her and Bill Elliott is the chief engineer.

There has been no meeting of the Owl club since my last items for the reason that Captain Bill Curtis made his first trip down the Court street toboggan slide. He is now under the care of Doctor C. Stockwell.

Ed. J. Kindall, tug and vessel agent, sold for W. H. Sharp of Bay City the tug O. W. Cheney to C. D. Thompson and others for $6,000 cash. Harvey J. Kindall will sail the Cheney. She will be stationed at Port Huron to do harbor towing, etc.

St. Clair river is clear of ice as far down as Marysville.

Rockie.

BAY CITY.

Special to the Marine Record.

Ben Birdsall of this city has purchased the schooner Parana for $10,000 cash. The Parana measures 406.45 tons, was built at Cleveland by Quayle & Martin in 1862.

Captain James Davidson, from his Bay City yard, reports business very active. The two new steamers are progressing rapidly. The first will be out in May and the other in July. From reports received from shipyards along the lakes it appears that all are working full time, yet it is feared that the demand for vessels is not going to be filled for some time to come.

BUFFALO.

The engineer submitted a communication relating the circumstances of the accident to the Michigan street bridge, and recommending that, in consideration of the business interests on the Island and their danger from fire now that steamers cannot cross the bridge, he be authorized to construct an approach to the bridge at a cost not to exceed $400, and that the harbor master be instructed to cause the vessels to be removed from their present position as soon as possible. A resolution was offered by Ald. Drake in this connection, that the engineer be authorized to construct the approach to the bridge immediately, no cost being specified. The latter part of the engineer's recommendation was not adopted, since the the vessel owners had said that they were anxious to get their boats out as soon as they could.

The Express says: From recent inquiries it appears that the activity on the lakes is fully matched by that on the canals, that is to say, all the boat yards along the line are putting up all the boats for which they can get standing room. Workmen are scarce and work that otherwise might be done will have to be refused for lack of room and mechanics. Hopes are high among boatmen everywhere. Six cents freight for wheat, it is thought, will be made the opening rate. The poor seasons for a number of years have brought the boats down very low both in number and rating, so that the new work in progress is much needed. It is estimated by a leading boat owner here that there will be at least seventy-five new boats built on the Erie and Oswego canals for next season, while some place the number higher.

At the yard of Mr. George H. Notter, at the foot of Virginia street, a force of seventy-five workmen are at work, and more would be employed if there were room. He has now under contract seven boats of various classes. The last contract is for two canal steamers for Charles and Albert Hamilton, which will be out early in the season. There are on the stocks and neatly planked a canal boat for Captain James H. Roberts and one for Captain Walter C. Callagan, beside a canal steamer for Michael O'Hallarin, of New York, which is well under way. Outside of canal work Mr. Notter has in frame a tug for Hingston & Woods, which has already been mentioned. She will be 57 feet over all, 14 feet beam, and 6½ feet hold.

The new steam yacht for the Falconwood club has her keel laid and frames bent ready to be set up. She will be entirely of steel, 95 feet long, and 16 feet beam. Great pains will be taken to make her build of the best. The cabins will be finished, in cherry and gold, with all modern conveniences. The engine will be built at the King iron works, and the angle iron comes direct from Pittsburgh. Mr. Notter also has a contract with parties in Georgetown, S. C., to build them an iron steamer, 100 feet long, to run as a passenger boat. He, some years ago, built an iron steamer for the same persons, which proved so successful that the second one was ordered.

Mr. Adam Homer, at Baker's drydock, at the foot of Charles street, has four canal boats on the stocks. Two are full-decked lake boats and are building for W. F. O'Rourke, and the others, which are building for Frederick Krapp, are quarter-deck scows. All will be finished by March. As soon as there is room in the yard Mr. Homer will set up two more boats for himself. They will be for sale, however, and with the present demand they will not find a slow market. He has to refuse work, as he will only have room for two boats after repair work comes in, which is expected to be large. Across the slip from these boats is a fifth one, now well under way, building for Superintendent Ira Betts by Mr. Wm. Murphy.

It has been learned that certain parties have taken the contract to build two boats for Buffalo men. The work will be done near the foot of Genesee street. This list of fourteen boats under contract is very far ahead of any undertaking in the line of canal boat construction that has been reported for a number of years. It is stated that the various yards at Tonawanda are building eighteen scows, four of which are to be used for harbor lightering. Four are reported from Lockport, and the number on the stocks at points on the Oswego canal is said to be large.

Mr. Wm. W. Bates, the newly appointed commissioner of the Lloyd vessel register, has arrived from New York and has established himself permanently in the office at No. 25 Exchange block. This will be the headquarters of the Lloyd register, and all compilations will be made there. For convenience in covering the lakes, the whole water front has been laid out into districts and an inspector assigned to each district. There are, however, so few vessels wintering on Lake Superior that it is not included in the list. The districts with their inspectors are as follows: Lake Ontario and St. Lawrence river ports, Captain William Williams, of Oswego; Erie to Toledo inclusive, Captain J. J. Rardon; Gibraltar to Port Huron, Captain George McLeod; Bay City to Alpena, Captain Angus McDougall; Michigan City to Cheboygan, Captain L. P. Goodale; Chicago and South Chicago, Captain W. H. Rounds; Kenosha to Escanaba, Captain J. V. Tuttle; Buffalo and Tonawanda, Captain A. B. Drake. The work will begin at once. Captain Tuttle has already begun operations and Captain Rounds has inspected such vessels at Chicago as have been chartered for grain. No change of rules has been made, so that the supposition on the part of some that the vessels are to be rated down considerably has no present foundation, whatever may be done hereafter Mr. Bates is of the opinion, however, that the rules ought to be more stringent.

The schooner Thomas Parsons, owned by S. L. Watson and others, is reported sold to Captain Charles Hamilton, Peter Wex, and others for $6,500. She will tow with the barge Annie Vought behind Captain Hamilton's propeller, the Nashua.

The barge Potomac and one other of the Watson fleet will tow with the propeller St. Louis.

The high price at which tonnage is held prevents free operation. A great disposition is shown on the part of many inquirers to purchase, but the high price is a bar to real transactions.

This week, to a certain extent, is very quiet, outside of the lines. An anxiety exists to feel the contract market; but on the part of both shipper and carrier there is a considerable gap. The coal men are reticent and offish, for the reason that at present no special agreement has been decided upon as to output, or, in fact, as to real price. They are, you may say, all at sea. The present disturbed state of labor has much to do with the case.

KINGSTON.

B. W. Folger has purchased the machinery of the old steamer City of Kingston, and R. Davis the hull. Captain Thomas Donnally is busy taking the machinery out of the hull.

Captain Gaskin has just closed a contract with the Canadian Locomotive and Engine company, for a fore and aft compound engine and steel boiler for the new boat now being built for the Montreal Transportation company, of Kingston. The engine is expected to afford more propelling power than has any other boat now running on the St. Lawrence river. It will be the first of the kind built in Kingston.

The directors of the Richelieu and Ontario Navigation Company on Saturday morning declared a semi-annual dividend of 3 per cent. The gross earnings of the year amounted to 11⅝ per cent on the capital stock. After making appropriations for the contemplated repairs on the steamers there is left to be divided among the shareholders, $116,000 in two dividends of three per cent leaving $32,000 to be carried forward.

ST. IGNACE.

The sidewheel steamer Dove, and the smart passenger propeller Ossifrage will run on the Cheboygan, St. Ignace and Sault Ste. Marie route next season. The Messenger, now undergoing repairs almost amounting to a rebuild, will continue on this route; so will the Minnie M. The owners of the steamer St. Mary do not seem to think her condition on the beach of Lake Superior, near Grand Marias, as likely to keep her from resuming trips soon after the opening of navigation. The route will be well served. It touches the three most prosperous towns in this northern country. The Dove ran on this route through the summer of '82 or '83.

DULUTH.

Williams, Upham & Company started up Tuesday with nearly their entire working force. All their dredges, scows, tugs, etc., will be put into full repair for spring.

C. S. Barker is at work repairing and refitting his dredges and dredging outfit for work the coming season and as soon as spring opens he hopes to put all of them on the government contract. He will have four dredges, ten scows and two tugs all in first class condition, and he is spending nearly $20,000 for repairs.

The Herald says it is reported that the Omaha road is to build a coal dock across the bay, and that Winston Bros. have the contract. The estimated cost is $100,000, and some 4,000,000 feet of lumber will be used in its construction.

MT. CLEMENS.

Special to Marine Record.

Work on the new barge building for the Tonawanda barge line, at Captain Wm Dulac's yard, is being pushed rapidly forward. She is all in frame and her planking one-third on. There are about forty men at work, and Mr. Stewart, the builder, thinks she will be ready for business about the 1st of May.

The new barge building by T. W. Snook and Captain John Distrois, is already in frame and will be planked at once. The number of men at work on her is about sixteen.

Mr. T. W. Snook is building a dock, about 300 feet long, just below the Market street bridge, on the south side of the river.

L.

DETROIT.

It is said that tonnage is being placed for Ohio ports from Escanaba at $1.40, and from Marquette at $1.65. This is an advance of 20 cents over the opening rate last year. It is thought that the rates will be much higher than last season, as the output of ore is estimated at 4,500,000 tons, which will make the vessel capacity wholly inadequate. No season contracts have been made.

MILWAUKEE.

The easterly gale of the 1st drove the ice in the lake to the west shore in such quantities that no open water could be seen in any direction. The steamer F. & P. M. No. 1 left for Ludington early in the morning, but was brought to a halt by the ice floes at a distance of a trifle over a mile from the harbor piers. The Grand Haven steamer Wisconsin and Dean Richmond, inward bound, were fast in the ice about four miles from the harbor. From present appearances the boats will have to remain where they are for a while.

A private telegram from Ludington, received by the agent in this city announced the arrival there of the steamer F. & P. M., No. 2, Captain Duddleson, in a disabled condition, she having lost her shoe, probably in the ice while making the harbor. The loss of the shoe disables the craft's rudder, and renders her unfit for further service until repairs are made. The No. 1 is to tow her over to this port. Messrs. Wolf & Davidson are preparing their stationary drydock to receive her.

The agent of the Menominee Iron Company in Cleveland telegraphs headquarters here that he has effected a charter for the delivery of 50,000 gross tons of iron ore at Ohio ports from Escanaba, the rate to be paid being $1.35 per ton.

Captain Charles E. L. B. Davis has just completed his annual report upon the improvement of Wisconsin harbors north of Milwaukee, embracing the work for the past year and the recommendations for the ensuing year on the harbors on Lake Superior east of Superior City, on Green Bay and on the western shore of Lake Michigan, north of Milwaukee. He estimates the cost of completing improvements at Ontonagon harbor, according to the original estimates, will be $117,000. The amount of appropriation available for the improvement the present fiscal year is $15,233 30. At Eagle Harbor the only work done during the year was to remove obstructions in the channel. At Marquette harbor arrangements have been made for repropping a portion of the breakwater, which will probably be completed in July. The amount available for the year is $11,063 52. Work on the harbor of refuge at Grand Marais, Mich., has been continued, the west pier having a length of 850 feet, and the east pier 900 feet. The amount available for the work for the fiscal year ending June 30 is $30,393.62, and the amount required for completing the existing project is $318,750. Respecting Ashland harbor, Captain Davis says: "It would be desirable to build at least two sections of the breakwater during the next fiscal year, and an appropriation of $40,000 for that purpose could be profitably expended.

The meeting of the stockholders of the Kimball Iron Mining Company was held on the 7th inst. All the stock was represented. The following directors were elected: G. E. Simpson, C. M. Gregg, A. Fowle, George H. Heafford, H. R. King, J. A. Whaling, H. C. Kimball. The directors held a meeting later and elected officers as follows: President, H. R. King; Vice President, George H. Heafford; Secretary, C. W. Fry; Treasurer, John A. Whaling.

PROPOSALS FOR EXTENSION OF PIER, AND REPAIRS.

U. S. Engineer Office, 89 Euclid Avenue, Cleveland, O., February 5, 1887.

SEALED PROPOSALS, in duplicate, will be received at this office until 11 o'clock a. m., on Tuesday, the 8th day of March next, at which time they will be opened in presence of bidders, for constructing two hundred lineal feet, more or less, of Pier, and making general repairs to piers at Fairport Harbor, Ohio.

Forms, specifications and other information can be obtained at this office.

The U. S. reserves the right to reject any or all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $15,000.

L. COOPER OVERMAN,
Major of Engineers.

CAPT. ALEX. McFARLAND
Iron Ore Trimmer and Contractor,
ASHLAND, WIS.,
Has a large gang of men, and is in a position to give prompt attention to all orders intrusted to him.
SATISFACTION GUARANTEED IN EVERY RESPECT.

FOR SALE,

A 10½x10 marine engine, boiler, shaft, wheel 4 feet, stern bearing, heater, driving bearing, 3-inch steam pipe, throttle valve, Crosby pop valve, lever and ball safety valve, steam gauge, oil pump, inspirator, glass water gauge, syphon, stack, etc. In fact, a complete outfit for a small tug or yacht. Will sell cheap for cash, or will take partner who will furnish the hull and I put in machinery. I have a good route for such a boat if put in shape soon.
H. L. SHAW, East Saginaw, Michigan.

FOR SALE.

I will sell on reasonable terms the barge B. M. Baker, now in winter quarters at Amherstburg, loaded with lumber.
A. A. PINET,
East Saginaw, Mich.

THE PROVIDENCE SHIP WINDLASS

The American Ship Windlass Co., builders of the Providence patent steam capstan windlass, claim the following advantages over any other steam capstan windlass made:

They make a direct connection between the engines and the windlass without the intervention of any counter shaft, bearing, gears, clutches or clutch levers. Their cranks and crank-shafts are all in one piece, forged solid, so that the cranks *can not work loose. This windlass has only half as many pieces as any other steam capstan windlass in the market.* The engines are all made to gauges, so that any part can be replaced at any time without any measurements being given.

When taking anchor the worm is pulling in a direct line of the strain of the chains so that there is only one-half the strain on the bearings of the windlaas as in other styles This reduces friction and liability of breakdown. The worm gear combines the most strength of any form of gearing, while clutches, and small bevel gears are peculiarly liable to break under heavy strain. This windlass has an automatic oiler for oiling the teeth of the worm and worm gear and a counter-balance to ensure regularity and smoothness in running. The engines are bolted to the deck plate which gives solidity and strength. The capstan has two speeds, both by hand or steam, and is supported close to the driving gears to ensure stiffness.

The windlass has a solid center bearing connected directly to the bed-plate. It has been found necessary to use a center-bearing on the *hand windlasses.* On a steam windlass it is still more important because the work being done in one-fifth the time required with a hand windlass, the strain on the shaft is multiplied in that proportion.

The engines being together and in the most convenient position, it saves walking from one side to the other in taking care of same. In this position they do not come in the way of the hawsers and can not foul them as on other styles.

The windlass is rigidly simple and beautiful in design. It runs with less noise than any windlass ever offered to the public.

This windlass is set up and operated under steam before shipping, which insures a perfect machine. The above facts are important if true. Any mechanic can verify them by comparing their windlasses with the other styles in the market.

These advantages have caused these windlasses to be adopted all over the country and accounts for the fact that almost every American steamship line in the country has adopted it, and that *the company are today supplying more than seven-eighths of all that are used.* A glance at their order book will show that the same customers come to them year after year, and a constant addition of new ones is made. See the list of windlasses made by this company and compare it with those made by all other windlass companies. The best is the cheapest, and who doubts which is the best and most reliable?

DEATH OF CAPTAIN WM. CLELAND

Captain Cleland is dead, and my neighborly chum gone to the "land o' the leal." With the exception of four or five trips as captain and as mate, his last sailing was with the Mocking Bird, about nine years ago, when his vessel was wrecked on Lake Erie, and he and his crew miraculously saved. This disaster created difficulties which only culminated within a few months since, but he bore his burden bravely. Appearances in his case have certainly proved deceitful, for to have seen him with overcoat and Derby hat, walking along the street, no one would say but that he had many years of usefulness yet before him. He never uttered a word of complaint about his health, even after a premonitory sign a week before his demise. On the morning of the 26th of January he cleared off the snow from the sidewalk in front of his house, 106 Johnson street, Chicago, after which he went inside, sat down on a chair, and bowing his head forward, breathed his last without a pang. The representative anchor on the end of his coffin truly said that he planted his feet on a power beyond his own strength, the veritable "Rock of Ages."

JAMES BARNET.

THE OLD CANAL DRYDOCK.

To the Editor of the Marine Record.

SANDUSKY, O., Jan. 23.

I noticed an inquiry in your paper in relation to the old-time drydock of Cleveland. The writer went into the said dock, up in the old canal, in the year 1834, with the steamer Platina, 91 tons, of Sandusky, to be recalked. The crew was, T. C. McGee, now aged 78⅔ years, master; L. C. Brown, mate, and for a number of years after a master on the lakes; he died five years since, aged 86; George R. Hand, for many years a master, and for some years at the head of the tug office in Buffalo; he died some four years ago; John Young, afterward master, and from 1861 to 1873 collector of customs at Sandusky; he died one year ago; Nelson Naper became master, and was last master of the steamer Alpena on Lake Michigan; he died three years ago.

Seth Green soon went to sea. The cook, Wm. Munrow Cilord, a steady man, bought property in Cleveland, opened an eating house and became wealthy, but is now dead. For this and subsequent years I carried flour from Cleveland to Buffalo at 10c per bbl., for the Oatmans, the Williams, the Winslows, and Ransoms, and just then got our ceiling calked so we could carry corn in bulk. Respectfully, T. C. McGEE.

SANDUSKY DISTRICT.

Captain T. C. McGee, an old time mariner, has compiled a list of vessels, built, owned or documented in the Sandusky district since 1822 for the MARINE RECORD. The list will be continued in short space until all are told:

SCHOONERS.

Name.	*Where Built.*	*Y'r*	*Ton.*
Lewis Cass	Black River	1846	191
Gazette	Cla ton	1837	121
Elmina	Lower Sandusky	1848	144
Falcon	Plaster Bed	1850	67
Fly	Ohio City	1848	61
Foam	Portage	1850	37
New Haven	Virmillion	1850	170
Wm Foster	Cleveland	1842	30
Alwilda	Huron	1850	74
Diana	Sheffield	1848	61
Sea Bird	Sandusky	1848	38
Pride	"	1849	70
Meteor	Milwaukee	1845	32
Harwich	Ohio City	1846	76
T. L. Hamer	Black River	1847	108
California	Vermillion	1840	40
Eliza Caroline	Sandusky	1851	33
Oregon	Vermillion	1851	191
H. M. Kinne	Conneaut	1844	112
Cero Gordo	Vermillion	1847	58
Cuyahoga	Dover	1848	55
Laurel	Plaster Bed	1852	86
Industry	Cleveland	1847	92
Palestine	Black River	1847	210
Minot Michael	Milan	1852	194
Louisa	Avon	1847	34
Vincennes	Black River	1846	185
Flying Cloud	Milan	1852	245
Eclipse	"	1852	230
Australia	Vermillion	1852	198
Challenge	"	1852	247
Danbury	Danbury	1852	26
Swan	Cleveland	1843	45
Helen Kent	Painesville	1848	58
Velocity	Buffalo	1843	161
Caspian	Huron	1853	48
Japan	Milan	1853	245
Tartar	"	1853	248
Jane Louisa	Cleveland	1842	131
Osprey	Milan	1853	247
Bay City	Vermillion	1853	216
Cyrus	Milan	1853	267
C. J. Roeder	Vermillion	1853	174
Mary Ann	Ottawa Co	1853	51
Hannah Salina	"	1853	70
Pontiac	Lexington, Mich	1847	75
Huron	Huron	1832	132
Vermont	"	1853	113
D. F. Edwards	Milan	1853	21
Brant	Sandusky	1853	29
Isabella	Vermillion	1847	66
Almira	Sheffield	1851	80

BRIGS.

Paragon	Huron	1847	212
A. R. Cobb	Black River	1844	226
C. A Bemis	Irving, N. Y.	1849	207
Boston	Milan	1842	165

PROPELLERS.

Samson	Perrysburg	1842	250

STEAMERS.

Fremont	Plaster Bed	1857	6
Ariel	"	1853	165
Alabama	Detroit	1849	799
Rh de Island	Sandusky	1836	225

PORTAGE LAKE CANAL.

The owners of a controlling interest in the two corporations known as the Lake Superior Ship Canal Railway and Iron Co., and the Portage Lake and River Improvement Co., have written the secretary of war regarding the sale of their interest in these enterprises. They refuse to sell one without the other. The secretary of war has transmitted the letter to the house of representatives. The stockholders say: "We have conferred together and now take the liberty of informing you that the canals and river improvements of the corporations, together forming but one continuous route or passage from lake to lake across Keweenaw Point, are so connected and dependent upon each other that they can not be properly and economically maintained and operated separately, and therefore we do not deem it expedient, or for our own or the public interest, that one should be sold to the government unless both are sold."

They say, further, that they are willing to sell and convey their canal and river improvements, with all piers and appurtenances, to the United States, free from all incumbrances, for the gross sum of $350,000, and that whenever the government, within six months after the close of the present session of congress shall indicate its desire to purchase the property at that price they will cause meetings of the corporations to be held and vote to direct the sale and conveyance. The letter is signed by Fred F. Ayer, Josephine M. Ayer, Benjamin Dean, Jacob Rogers, Theo. M. Davis, G. Norrie, and F. Ayer, trustees of the estate of James C. Ayer. Congressman Moffat has presented in the house a memorial from the legislature of Michigan favoring the purchase by the government of the canals and make them free.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Jan. 31, 1887.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Jan. 29, 1887:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
3 364		Sc.	Berwick,	100 70	95.67	San Francisco, Cal.
85.950		Sc.	Grover Cleveland,	8.80	8.36	Mobile, Ala.
140,864		Sl.	Leader,	11 43	10.86	San Francisco, Cal.
157,186		Sl.	Diver,	144 66	137 43	New London, Conn.
91.899		Sl.	Mena Branch,	5.63	5.37	Beaufort, N. C.
81,137	KDPL	Sl.	Wm. F Witzemann,	473 21	449 55	San Francisco, Cal.
			STEAM VESSELS.			
14.452		St. s.	Keystone,	.....	435 95	Detroit, Mich.
3.365		St s,	Bessie,	504.22	.....	Tacoma, Wash.
140,865		St. s.	Louise Harbrecht,	26.05	21 29	Buffalo, N. Y.
91.898		St. s.	Maggie T.,	13 67	13.67	Memphis, Tenn.
116 137	KDPJ	St. shp.	Shawmut,	1624.8	1100.05	Boston, Mass.
			UNRIGG'D VESSELS.			
34.156		Barge.	Captain Brainard,	211 79	211 79	Mobile, Ala.
35 432		Barge,	Damon	205.33	195 07	New York, N. Y.
51,163		Barge	Mark,	157.73	148.90	do do
54,478		Barge.	Pythias,	362.23	362.23	do do
57.889		Barge.	Seth,	160 60	152 57	do do

C. B MORTON, Commissioner of Navigation.

MASTERS AND MATES.

A meeting of masters and mates took place in the firemen's hall. Captain Augustus was moved into the chair, Captain Donnelly appointed secretary and Captain James Dix, treasurer. The chairman, after explaining the object of the meeting read the following petition, which it has been decided to forward to the minister of marine:

We, the undersigned, masters, mates and sailors of the city of Kingston and vicinity, hearing that the marine association of Canada is about to petition your department to have the law so changed as to enable owners of barges trading on the lakes to run their barges with only one certified officer, we hereby petition your honorable department to not make the change desired, but to let the law remain as it is, for the following reasons, viz:

1. As most of the carrying trade on the lakes is done by barges, and as the law demands that a man must serve a certain time as mate before qualifying for master, it will be impossible for men to qualify for the position of master as required by the act.

2. When the tow line breaks a barge requires the same management as a vessel, and as this frequently happens, it will be impossible for the master to remain on deck all the time, which for safety he would have to do, or leave his vessel in the hands of incompetent men, as it is a well known fact that the barges are manned by the poorest and cheapest set of men the owners can pick up.

3. We have been at a good deal of trouble and expense to qualify ourselves for the positions we now hold, and we think you would be doing us a great injustice if you would change the law to suit barge owners, who have no other object in view than to employ cheap men without any regard for the safety of life and property, and as the barges are insured, and of a smaller class than the carrying trade of the lakes demand, the risk would be held entirely by the master, crew and underwriters.

Captain Donnelly referred to the meeting which had been called in Kingston to select a delegate to send to Toronto to attend a meeting of the marine association, at which it was decided to ask the government to change the law so that lake barges need not carry certified masters and mates. At the Kingston meeting only Captains Gaskin, Lewis and Frasier and P. R. Henderson were present. He thought that more of the vessel owners of Kingston should have been notified, so that a good gathering could have been secured and a delegate appointed who actually represented the opinions of the boat owners of this city. He supported the sentiments contained in the petition, and was followed by Captain Lewis in the same strain. The latter moved, seconded by Captain Dandy, that after clause "two" in the petition be added the following: "That all crafts engaged in the lake carrying trade be compelled to carry masts and sails, and in accordance with the Merchants' shipping act, carry certificated officers." The motion was carried unanimously.

Captain Parsons and Captain Milligan supported the petition, the former stating that if the M. T. company's barge which was lost two years ago with all hands, had had masts, sails, etc., her crew might have been alive to-day. Other speakers pointed out how dangerous it was for a craft, which was not in a position to take care of itself, should it break loose from a tow, being placed in the lake trade, and that any person who put such a boat into that trade assumed a terrible responsibility. Captains McCarthy, Dandy, and Webster, each supported having certificated masters and mates on lake trading barges, after which Captain Donnelly explained how necessary it was for masters and mates to protect themselves, and then referred to a case in which Captain Gaskin took the sails off a barge so that he could get a clearance for her from the custom house. In answer to Captain McCarthy, the same speaker said that such an act would break the insurance on a cargo of grain, but not on a cargo of coal. He further pointed out that boat owners were continually laying petitions before the government, and that it was time the masters and mates were moving to protect themselves. Barges were competing with vessels in carrying lumber, and they have driven me out of that trade.

On motion of D. Baker, seconded by Captain McArthur, it was decided to send copies of the petition to the different ports on the lakes. It was also decided to send a copy to the marine engineers' association.

Captains Dandy, Augustus and Saunders were named to carry the petition around for signatures, and Captain McDonald was requested to hand the petition to steamboat men for signatures.

Captain Thomas Donnelly was appointed a delegate to go to Ottawa to lay the views of the masters and mates before the minister.—*Kingston News.*

BREAKERS.

The new steam yacht Alva, now nearing completion at Wilmington, Del., measures 1,151.24 gross tons.

Captain Barr, who will sail the Thistle, thinks Americans are the best amateur helmsmen in the world.

The court of appeals of New York state has decided that sea-going vessels when sailing on rivers must display the lights ordered by the board of navigation for use on rivers, whether under way or at anchor.

The department of marine at Ottawa has called for tenders for the supply of 75,000 gallons of petroleum annually for three years, required for the light-house service of the dominion. Tenders will be received up till Feb. 15.

The north shore of Lake Superior has never been surveyed; consequently there are no charts to aid navigators, no buoys to indicate dangerous rocks or shoals, and but four light-houses along the entire north coast, some five hundred miles in length.

At St. Paul a chamber of commerce committee has reported in favor of further surveys for a canal from the Mississippi to Lake Superior. The committee quotes from George R. Sturtz's report and states that vessels of 3,000 tons burden will visit Duluth. Great stress is laid upon the importance of Lake Superior's commerce.

W. W. Bates, of Chicago, was in attendance at the meeting held recently in Washington of the shipping and industrial league, the object of which is to promote the development of the merchant marine of the United States. He read a paper on the decline of American shipping and ship building interests, and the way to revive them.

The New York senate canal committee will report favorably Daly's bill, appropriating $400,000 for enlarging Erie canal locks, $70,000 for the Champlain canal, $15,000 for the Oswego canal, and $15,000 for the Black River canal, Messrs. Connelly and Raines dissenting; also McMillain's bill appropriating $15,000 for the Hudson street, Buffalo, canal bridge.

An unsinkable lifeboat or yacht, recently patented by Captain Dobbins, of Buffalo, N. Y., possesses some novel features. The entire lower part of the boat is filled with sheets or slabs of cork, set up edgewise and fastened together. Above this is a filling of rushes, set up vertically and having their ends rendered waterproof. Above the cork and rushes is a water-tight deck, which separates the lower half of the boat from the upper half, where seats are provided for crew and passengers.

Senator Cullom introduced an amendment to the sundry civil appropriation bill, directing the secretary of war to cause a survey to be made of the Illinois and Desplaines river from Lasalle to Joliet, with a view to the improvement of the rivers, so as to maintain a waterway 160 feet wide and seven feet deep between the places named. The secretary is also directed to cause a survey to be made, and a canal located from Joliet to Lake Michigan, at or near Chicago, with dimensions the same as those specified for the waterway, and with locks 350 feet long and 75 wide. He is further required to institute surveys for a canal 80 feet wide and 7 feet deep, with locks 170 feet long and 30 feet wide from the Illinois river at or near Hennepin, to the Mississippi river at or above the mouth of Rock river. One hundred thousand dollars is appropriated for these purposes. It is further directed that work be not commenced nor any of the money expended until the state of Illinois cedes to the United States all right and title in any improvements now existing on the Illinois river and to so much of the Michigan canal as may be required by the United States.

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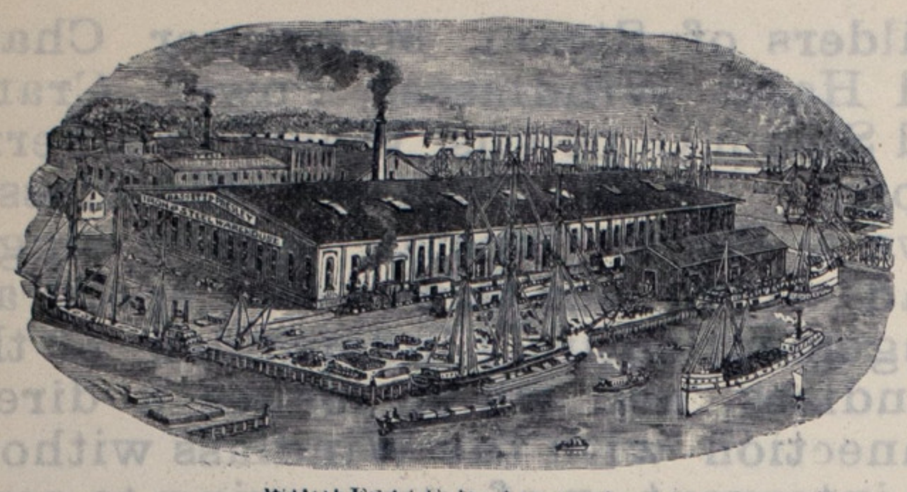

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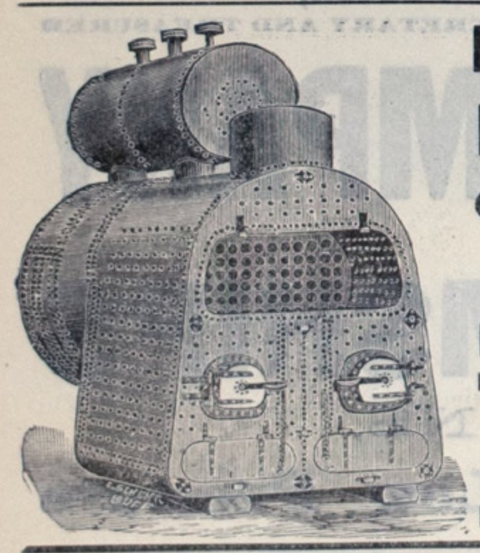

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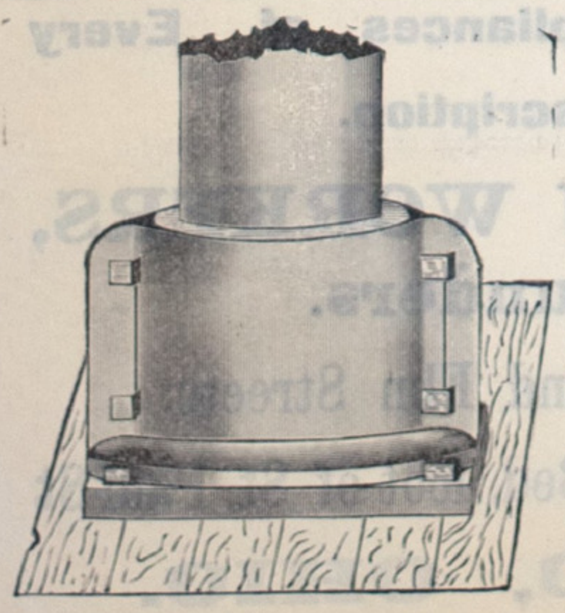

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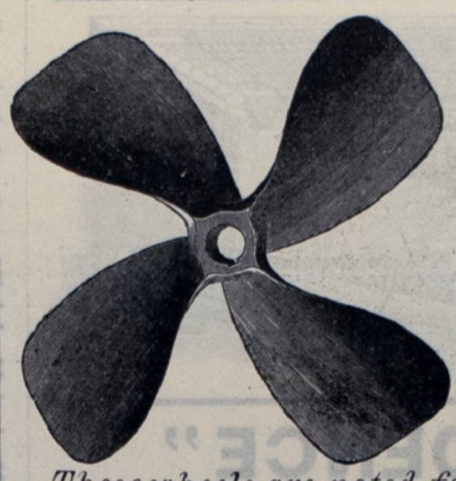

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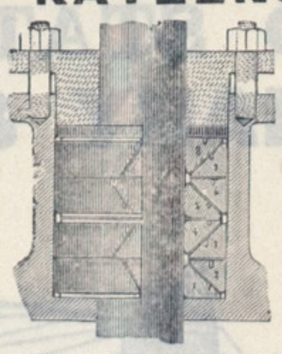

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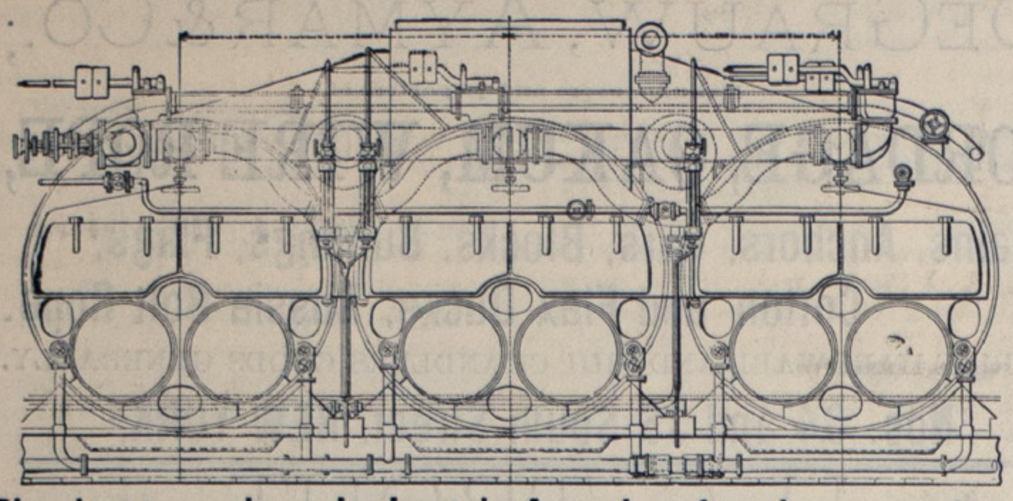

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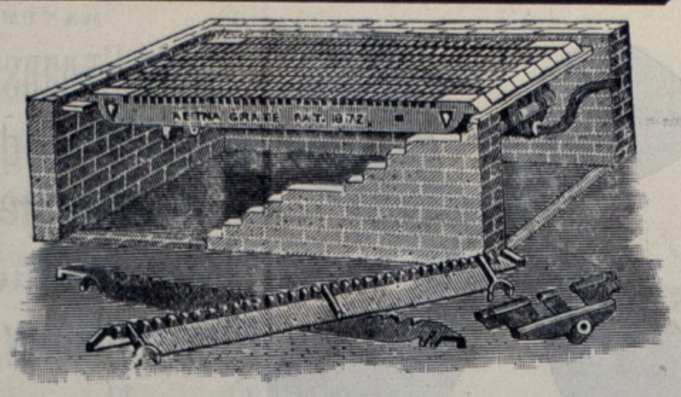

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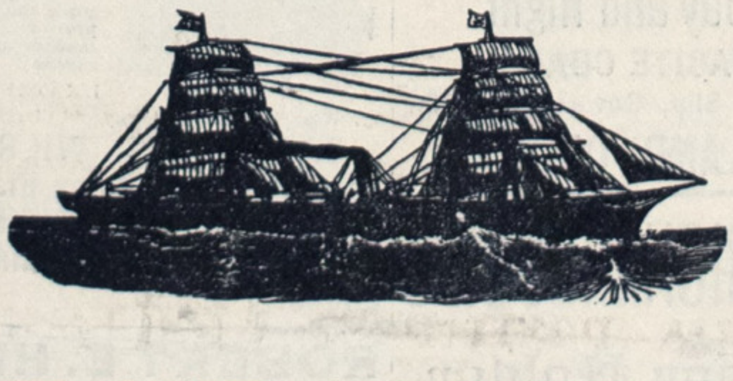

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